

waterline under the after part of the starboard forechains . . ." and another ". . . through the starboard bow one foot above the sheet hawse hole"—suffered no personnel casualties during the engagement.

For the next few months, the gunboat continued to operate in the James, occasionally dropping as far downstream as Fort Monroe, but never venturing far enough upriver to come within range of the guns at Drewry's Bluff. During this period, she carried messages, munitions, and supplies and gathered intelligence of Confederate activity for the use of both McClellan and Goldsborough. Occasionally, she came under small arms attack from the riverbanks; and silenced her assailants by well-directed gunfire. On 9 June, the ship proceeded to Jamestown Island where she landed a party which destroyed the guns, ammunition, gun carriages and buildings of the abandoned Confederate batteries. Four days later, she performed similar service by wrecking the former Southern works at the mouth of Archershape Creek and reconnoitered the then abandoned riverside artillery positions at Harden's Bluff and Day's Point.

Meanwhile, after inching its way up the peninsula, the Union army was just outside Richmond, preparing to lay siege to the Confederate capital. In mid-June, McClellan, alarmed about his vulnerable dangling right flank and the line of communications to his base at the White House, ordered a reconnaissance probe toward the James to determine the feasibility of establishing a base on the north bank of that river where his army would enjoy the support of Union warships. On the 18th, after receiving favorable reports, McClellan ordered transports and supply ships from the York River to Harrison's Landing on the north bank of the James.

The wisdom of this measure became apparent during the Seven Days Campaign late in the month. In a series of bloody battles which began on 25 June, Lee drove McClellan's troops across the peninsula to this new base on the James where *Aroostook* joined other Union warships in protecting the beleaguered Federal ground forces. She continued to carry out this duty through the ensuing weeks—first while McClellan was hoping to resume the offensive and thereafter while he was withdrawing his troops from the peninsula to resume operations in northern Virginia.

During this period, Beaumont became ill and was relieved in command of *Aroostook* by Lt. Samuel Rhodes Franklin. About this time, the ship chanced upon a group of runaway slaves and offered them refuge on board. When Franklin asked one if he and his companions had not been afraid of being shot for attempting to escape, he confidently replied "No, saah, when we seed de *Old Rooster* coming along, we knowed we was all right." Thereafter, her crew affectionately called their ship the "Old Rooster."

When the last of McClellan's troops had embarked in transports which would take them to Aquia, Va., to reinforce Gen. Pope's army in defense of Washington, Welles wired Commodore Charles Wilkes, the commander of the James River Flotilla, disbanding that organization and ordering him to proceed—with *Aroostook*, four other warships, and six mortar boats—to Washington to take command of the Potomac Flotilla. *Aroostook* reached the Washington Navy Yard on 1 September and spent the remainder of that month operating on the Potomac, bolstering the defensive forces of the National Capital which was then threatened by General Lee's troops who had recently defeated Pope's army and crossed the Potomac into Maryland.

The Army of the Potomac fought Confederate invaders at Sharpsburg, Md., on the 17th and stalled their advance in the most bloody single-day battle of the war. This battle prompted Lee to retire below the Potomac. The Southern withdrawal relieved much of the pressure on Washington and freed some of the Union warships in the Potomac for duty elsewhere.

Reassigned to the West Gulf Blockading Squadron, *Aroostook* departed Washington on 2 October and proceeded via Fort Monroe to her new station. She reached the Pensacola Navy Yard on the 16th and, after six days of voyage repairs, joined the blockading forces off Mobile Bay, Ala. Guarding this port was her primary duty for almost a year. Her first notable action of this assignment came during a fierce gale on the night of 15 December 1862 when she sighted a vessel ". . . passing to sea from the northward." She signaled her sister blockaders and gave chase. She lost sight of the stranger; but, early the following morning, saw a schooner grounded in shoals east of Sand Island. Soon thereafter, the stranded vessel began issuing smoke and then became ". . . enveloped in flames." The fire raged throughout the day

and into the following night, and floating burned cotton indicated that the vessel had been an outward-bound blockade runner.

On 5 March 1863, a lookout in the "*Old Rooster*" made out ". . . a sail close to the beach trying to run into Mobile Bay," and the Northern gunboat immediately raced off in pursuit. This stranger then ran ashore, and her crew escaped in a boat. *Aroostook*—joined by the screw steamer *Pocahontas*—shelled the vessel, the 40- to 50-ton sloop *Josephine*, until she ". . . was a complete wreck." The following night, the same two blockaders, chased and fired upon another small sailing vessel; but "an ugly sea," darkness, and shoal water enabled this runner to reach safety inside Mobile Bay.

On the evening of 9 May, *Aroostook* took *Sea Lion* as that schooner was trying to slip out of Mobile Bay with 272 bales of cotton which she hoped to deliver to Havana. Nine days later, she was one of the warships which by her nearby position supported the gunboat *Kanawha* in the capture of the cotton laden schooner *Hunter*.

About an hour after midnight on 17 July, *Aroostook* and *Kennebec* both observed a steamer attempting to slip out of Mobile, informed their sister blockaders of the fact, and headed for the blockade runner. In response to their signals, the steam sloop *Ossipee* also gave chase; soon passed her informants; and, shortly after dawn, brought the fleeing ship to with a few well directed rounds. The prize proved to be the cotton-laden steamer *James Battle* which had jettisoned some 50 of her more than 600 bales of cotton. Following in her wake, *Aroostook* picked up about 40 bales of the floating cargo.

Late in her tour of duty off Mobile Bay, she twice engaged shore batteries: on 19 April and on 23 June. Lt. Comdr. Chester Hatfield was detached from the steam sloop Brooklyn and relieved Franklin in command of *Aroostook* on 28 July.

Yellow fever broke out in the gunboat late in the summer. Hence, on 13 September, the gunboat departed her station off Mobile Bay and proceeded, via Pensacola, to Quarantine in the lower Mississippi where she arrived on the 17th. When the crew had been restored to good health, the ship moved upriver to New Orleans on the 26th for badly needed repairs.

Ready for sea again in mid-November, the ship started down river on the 17th and headed for the coast of Texas. On the 22d, while en route to Galveston, she captured the schooner *Eureka* which had slipped out of the Brazos River laden with cotton for delivery to Havana. During her service in Texas waters which—but for occasional voyages back to New Orleans for repairs—lasted through the end of the Civil War, *Aroostook* also took the schooner *Cosmopolite* on 23 January 1864, the schooner *Mary P. Burton* on 3 March, and the schooner *Marion* on 12 March. On 8 July, after *Kanawha* had forced the blockade runner *Matagorda* aground near Galveston, *Aroostook* and *Penguin* joined that Union gunboat in shelling the stranded steamer to destruction. From time to time during this period, *Aroostook* engaged Confederate shore batteries, and occasionally picked up large quantities of floating cotton which had been jettisoned by fleeing blockade runners.

A few months after hostilities ended, *Aroostook* departed New Orleans on 7 September 1865 and reached the Philadelphia Navy Yard on the 19th. She was decommissioned there on 25 September and laid up.

Meanwhile, about a month before, Acting Rear Admiral Henry H. Bell in *Hartford* had sailed for the Far East to reestablish the East India Squadron which had been inactive since its warships had returned to the east coast of the United States to join in the fighting at home. Upon reaching Oriental waters, Bell recognized piracy as one of the most serious problems facing western navies in the Far East and requested reinforcement by light-draft gunboats that could pursue Asiatic freebooters who sought refuge in shallow coastal waters where deep-draft warships could not follow.

Recommissioned on 21 December 1866, Comdr. Lester A. Beardslee in command, *Aroostook* proceeded to the Far East via the Atlantic-Cape of Good Hope-Indian Ocean route, arrived at Hong Kong late in August 1867; and joined Bell's force which had recently been renamed the Asiatic Squadron. A short time later, she sailed for Japan with most of Bell's flotilla to take part in a mass demonstration of Western and Japanese warships off the southern coast of Honshu on 1 January 1868 when the ports of Kobe and Osaka were to be opened to foreign trade.

Bell had recently received orders to return home in *Hartford*. While he was being rowed ashore to pay a farewell visit to the

American resident minister to Japan at Osaka on the morning of 11 January, his barge was upset by “. . . three heavy rollers . . .” and all on board plunged into the icy surf. *Aroostook*, *Hartford*, and two other warships launched boats to rescue the struggling sailors. Her boat, ignoring the great danger, managed to pick up one floundering seaman and *Hartford*'s saved two more. Admiral Bell, Lt. Comdr. John H. Reed, and 10 enlisted men drowned.

*Aroostook* soon returned to Hong Kong and turned her attention to operations against pirates along the coast of China. She also occasionally served as a dispatch vessel carrying American diplomats between ports of the Far East.

In the spring of 1869, the gunboat returned to Japanese waters to protect American citizens endangered by fighting during the Japanese civil war. She continued to perform this duty until after the shogun's forces capitulated late in June.

However, *Aroostook*—which had been hastily constructed of inadequately seasoned timber—had aged prematurely and, because of her badly rotted hull, was unable to return home safely. As a result, she was condemned by a board of inspection and survey, decommissioned at Hong Kong on 18 September 1869, and sold sometime in October 1869.

However, she performed one more service for the United States Navy. After word reached Yokohama that the British P&O steamer *City of Bombay* had struck *Oneida* on the evening of 24 January 1870, sinking that American screw sloop of war, the senior United States naval officer in port chartered the former USS *Aroostook* to search for any survivors of the accident. Manned in part by volunteers from the Russian man-of-war *Vsadmik*, the former American gunboat steamed waters in the general vicinity of the collision for over a month seeking traces of the *Oneida*'s crew. No records of *Aroostook*'s subsequent career have survived.

## II

(Str: dp. 3,800; l. 395'0"; b. 52'2"; dr. 16' (mean); s. 20.0 k.; cpl. 313; a. 1 5", 2 3", 2 .30-cal. Colt mg.; cl. *Aroostook*)

The second *Aroostook* was originally constructed as the passenger steamship *Bunker Hill* by the William Cramp and Sons shipyard in Philadelphia. She was launched on 26 March 1907 and sponsored by Miss Rose Elizabeth Fitzgerald, daughter of the Mayor of Boston. *Bunker Hill* was inspected by the Navy on 2 November 1917 for possible use as a passenger and freight-

carrying steamship. Acquired by the Navy from the Eastern Steamship Lines, of Boston, on 12 November 1917, *Bunker Hill* was renamed *Aroostook* in General Order No. 343 of 15 November 1917, and given the identification number (Id. No.) 1256. *Aroostook* was commissioned at the Boston Navy Yard on 7 December 1917, Comdr. James H. Tomb in command.

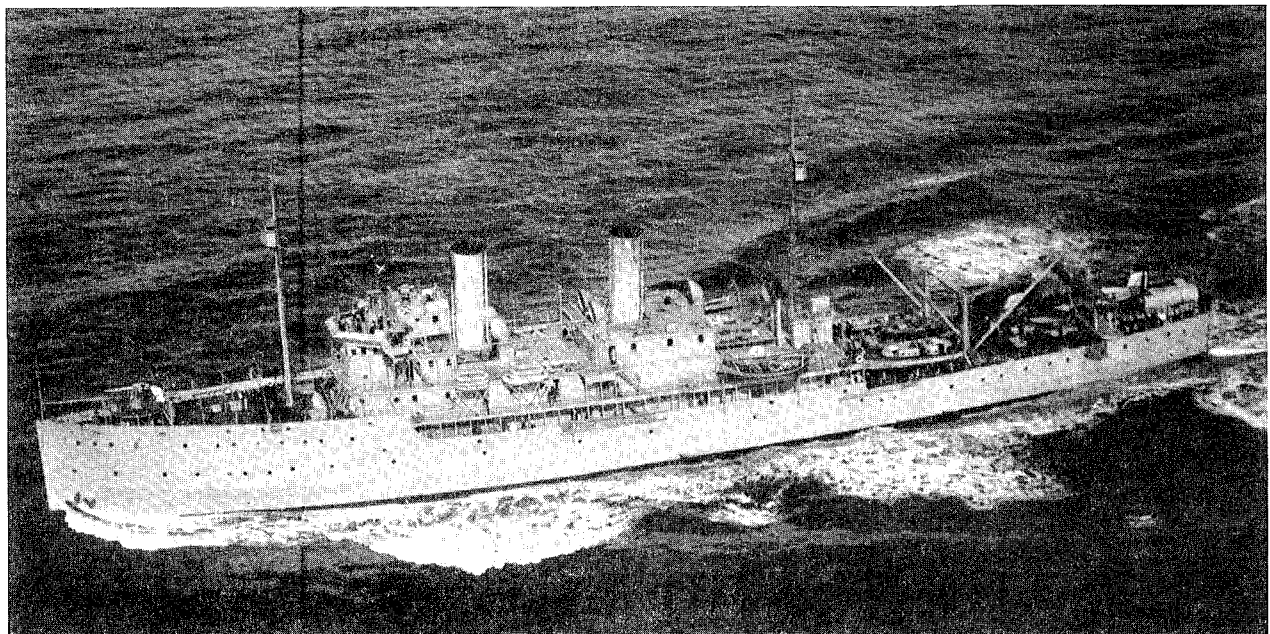
As the ship's crew was organized and assembled, the conversion of the ship to a "mine planter" proceeded apace. Upon removal of the former cruise ship's wooden superstructure, the crew—organized by Comdr. Tomb into industrial "gangs" of riveters, caulkers, shipfitters, and carpenters—was scattered to available spaces in yard shops, and subsisted on other ships; all work on the ship being performed in spite of a severe winter. Ultimately, her crew was shifted to a hospital barge nearby, where they lived until accommodations could be found on board. The ship's officers, in the meantime, established themselves in the superstructure that had been removed from the ship.

*Aroostook* conducted a brief shakedown in Massachusetts Bay from 6 to 10 June, arriving in Boston harbor on 10 June 1918 to load mines. Shifting to the waters off Cape Cod on the following day, she sailed for Scotland on 12 June, in company with *Shawmut*, the mine planter *Saranac* (Id.No. 1702), and the tender *Black Hawk* (Id.No. 2140).

Prior to these ships' sailing, concern had arisen over the fuel capacities of *Aroostook* and *Shawmut*, since their abbreviated trial runs off Provincetown had disclosed that they consumed fuel at a higher rate than had been anticipated. Faced with an indefinite delay, Capt. Wat T. Cluverius and Comdr. Roscoe Bulmer devised a plan to refuel the ships at sea from *Black Hawk*. They procured enough oil hose to do so, and the ships all sailed accordingly.

Both fuelings at sea—the first considered a "novel undertaking" and done in spite of a gale—were successfully carried out, and the ships made arrival without further incident. *Aroostook* reached her destination, Cromarty Firth, on 28 June. She proceeded to the mine fields in the North Sea, arriving there to take up her duties as a mine planter, on 16 July, attached to Mine Squadron 1. By 30 September 1918, during her three months in European waters, *Aroostook* had planted 2,510 mines, steaming 4,066 miles during her mining "excursions" into the North Sea.

The armistice that stilled the guns on the Western Front meant a cessation of mining operations. Her task done, *Aroostook* sailed from Portland, England, on 14 December 1918,



*Aroostook* (CM-3), underway at sea in the late 1920's, with a Martin SC torpedo plane on her after deck. Note the 3-inch gun at the bow, and paravanes atop the deckhouse, amidships, between her stacks. (NH 94166)

for the United States, in company with *Shawmut*, and arrived at Hampton Roads two days after Christmas. The following day, she discharged her mine cargo to barges in the York River. *Aroostook* remained in the Hampton Roads area into 1919, transferring mines and taking experimental mines from the mine planter *Baltimore* to the Mine Depot at Yorktown, Va.

*Aroostook* put into the Norfolk Navy Yard on 1 April 1919 for alterations to fit her out for to serve as the base ship for the NC flying boats earmarked to attempt a transatlantic flight. She received tanks for 5,000 gallons of gasoline, cradles to handle two small Curtiss MF flying boats, and modifications to her berthing and messing spaces to enable her to accommodate the men needed to service seaplanes. Underway for New York on 9 April, *Aroostook* arrived in the North River on the morning of the 10th, to take on board additional "aeroplane stores" and supplies for the upcoming flight. She sailed for Trepassey Bay, Newfoundland, on the morning of 27 April 1919.

After anchoring briefly off Miquelon, *Aroostook* put into Trepassey Bay on 2 May, joined soon thereafter by other ships assigned to support the NC flight. *Aroostook* completed the task of anchoring seaplane moorings on 3 May, and, on 5 and 6 May, tried to assist the tanker *Hisko* (Id.No.1953)—which had arrived on 3 May—off the beach where she had drifted aground.

*Aroostook* commenced tending the NC boats on 10 May, with the arrival of NC-1 and NC-3. NC-4 arrived on the afternoon of the 15th, and moored astern of the ship, the last of the NC Division to make port before the commencement of the flight. Late the following afternoon, 16 May, the crews of the big flying boats mustered aft on board *Aroostook*, where the flight commander, Comdr. John H. Towers, thanked Capt. Tomb for his ship's hospitality. Tomb good-naturely bet Towers that his ship would reach Plymouth, England, before the flying boats arrived.

Soon thereafter, the crews manned the three big flying boats and started their engines. NC-4, commanded by Lt. Comdr. Albert C. Read, cast off from *Aroostook*'s stern and took off a little over an hour later, following Towers' NC-3 and preceding Lt. Comdr. P. N. L. Bellinger's NC-1.

After fueling from *Hisko*, *Aroostook* recovered the seaplane moorings she had lain almost two weeks before and stood out of Trepassey harbor on the morning of 17 May, bound for Plymouth. She arrived on the 23d, to await the arrival of the flying boats. Ultimately, only NC-4 completed the flight—NC-1 and NC-3 were both forced down at sea and their crews rescued by passing ships—coming into sight of *Aroostook*'s lookouts at 1420 on 31 May. The flying boat touched down eight minutes later, and her crew embarked on board *Aroostook* "for quarters and subsistence" at 1500.

After disassembling NC-4, *Aroostook* took the engines, hull, and wings on board on separate days, completing the process by 17 June. The following day, the ship sailed for the Azores, reaching Ponta Delgada on 23 June. She then continued her voyage to the United States, reaching New York on 2 July 1919. After fueling, taking on water and provisions, and undergoing voyage repairs at Brooklyn, the ship proceeded to Newport, R.I., on 15 July, and remained there, awaiting orders, until the 23d.

*Aroostook* stood out of Newport harbor on 23 July, and steamed to Hampton Roads, arriving the following day. She then transported a draft of men to Portsmouth, Va., on 31 July, and took on supplies before shifting to Portsmouth to load mines and more supplies, completing the loading by 7 August. After a period of recreation and liberty for her crew, *Aroostook* sailed for Colon, Panama Canal Zone, on 12 August. She reached her destination on 18 August and transited the Panama Canal the following day.

Subsequently taking on fuel off Salina Cruz, Mexico, on the 26th, she reached San Diego on 1 September. On 10 September, she proceeded to the Mare Island Navy Yard, arriving the next day to unload the mines brought from Hampton Roads. She returned to San Diego on 22 September to launch aviation barges, and from 24 September through the second week of December, 1919, remained at San Diego, awaiting orders and undergoing machinery overhaul.

Departing San Diego on 13 December, *Aroostook* steamed to Mare Island, arriving the following day, and there embarked a draft of men for transportation to San Diego. Underway on the 17th, she arrived back at San Diego on the 18th.

*Aroostook* had been one of two ships in the Mine Detachment (the other being *Baltimore*) that had accompanied the fleet to the Pacific during 1919-1920; immediately upon arrival in the

Pacific, however, *Aroostook* had been assigned to temporary duty as flagship for the Air Detachment, Pacific Fleet.

From 18 December 1919 to 16 February 1920, *Aroostook* operated out of San Diego, and over the next few months tended aviation units at San Diego, Santa Barbara, and San Pedro until 14 June, when she proceeded to San Diego for a machinery overhaul, and thence to the Mare Island Navy Yard. At the start of that period of availability, the ship received the alphanumeric hull designation CM-3.

Assigned to the Pacific Fleet as an aircraft tender, *Aroostook*—under the command of Capt. Henry C. Mustin, one of naval aviation's pioneers—sailed for Sausalito, Calif., on 14 August 1920, and thence to San Diego, arriving on the 19th. The ship tended seaplanes and participated in tactical exercises with the fleet in the waters off the coast of southern California into the autumn of 1920, after which time she shifted down to Balboa, Canal Zone, for further duty in the same vein. *Aroostook* then proceeded up to Magdalena Bay, Mexico, continuing her support operations there with the fleet's aircraft squadrons from 31 December 1920 to 8 March 1921, after which time she returned to her base at San Diego.

Dropping down to Guadalupe Island, Mexico, *Aroostook* tended planes there until returning to San Diego on 30 May. She operated locally in the waters off the coast of southern California through the June 1922, a period of active operations punctuated by upkeep and repairs at San Diego. She operated locally at the Naval Air Station (NAS), San Diego, for the remainder of 1922 and into 1923. Following a period of repairs at Mare Island, *Aroostook* sailed for San Diego on 28 November 1923.

*Aroostook* sailed for Panama soon thereafter, in company with *Jason* (AV-2), and supported aviation operations in the fleet's annual winter maneuvers. After local operations from San Diego later that year, she returned to Panamanian waters, this time to Coco Solo, on the Atlantic side of the canal, to assemble and operate aircraft and participate in the winter fleet exercises. Also during 1924, the ship tended Scouting Squadron (VS) 2 at Sand Point, Wash., during an advanced base exercise, that summer, and underwent repairs and alterations at the Mare Island Navy Yard into November.

On 27 April 1925, *Aroostook* arrived in Hawaiian waters, and operated with the fleet out of Pearl Harbor on exercises through the summer, at Lahaina Roads and at Nawiliwili, Kauai. Chosen as one of the plane guard ships for the west coast-to-Hawaii flight of the Navy PN-9 flying boats (PN-9 No. 1 commanded by Comdr. John Rodgers and PN-9 No. 3, commanded by Lt. A. F. Snody), *Aroostook* sailed for station "vice" on the morning of 29 August 1925. She reached her station late on the afternoon of the 30th.

Earlier that same day, Rodgers and Snody had taken off for Hawaii from San Pablo Bay, Calif. Less than five hours later, however, an oil leak forced Snody's PN-9 No. 3 down. All was not well on board Rodgers' plane, either, as he discovered that gasoline consumption on board PN-9 No. 1 was six gallons per hour higher than had been indicated in test flights. Before the plane had flown 1,200 miles, Rodgers decided that he would have to land alongside one of the plane guards and refuel. He figured he had enough gasoline to reach *Aroostook* at station "vice."

Rodgers' dead reckoning navigation showed him to be a few miles north of his projected track, but radio compass bearings from *Aroostook* (erroneous, as it turned out) indicated that he was flying to the south of that ship. Assuming that the tender was not on her proper station, he turned PN-9 No. 1 to the north to look for her. The presence of rain squalls in the area increased Rodgers' uncertainty, the plane's gasoline ran out, and the flying boat made a forced landing at 1615 on 1 September, 25 hours and 23 minutes after having taken off from San Pablo Bay.

The flying boat's disappearance triggered an intensive search, led by Comdr. W. R. Van Auken, *Aroostook*'s commanding officer. *Langley* (CV-1) also took part, her planes conducting daily searches in the adjoining waters, while submarines and patrol planes flying from the Hawaiian Islands joined in the effort to find PN-9 No. 1.

Sweeping the sky with her searchlight at night and stationing extra lookouts at all hours, *Aroostook* looked for the missing fliers until 7 September, when she briefly put into Pearl Harbor to take on fuel and water. She stood out the same day to resume the search, and joined *Langley* and the destroyers *Reno* (DD-303) and *Farragut* (DD-300). Eventually, however, the submarine *R-4* (SS-81) encountered Rodgers and his intrepid crew sailing PN-9

No. 1 ten miles from the island of Kauai at 1600 on 10 September—some 450 miles from where the flying boat had gone down when its fuel gave out—and rescued them.

*Aroostook* soon returned to the west coast, transporting men and materiel for VS-2. Following local operations out of NAS, San Diego, the ship underwent further overhaul work at Mare Island from 24 November 1925. She sailed for Panamanian waters the following March for Battle Fleet maneuvers. Returning to San Diego on 24 April 1926, she served as acting tender for *Langley* during Fleet Exercise No. 2 that June. Operating at San Diego for the remainder of the year, she rounded out the year tending the floatplanes of Torpedo Squadron (VT) 2. The following year, 1927, *Aroostook* operated between San Diego and Panama, conducting maneuvers with the fleet and, upon occasion, operating again as plane guard for *Langley*. On Navy Day 1927 (27 October), she visited San Francisco.

After conducting tactical exercises with the fleet in November and December 1927, *Aroostook* sailed for Hawaii the following spring. During this period, she again plane-guarded for *Langley*. Returning to San Pedro on 23 June, and thence to San Diego on the same day, the ship remained at San Diego thru mid-September, at which time she entered Mare Island Navy Yard for overhaul. Upon completion of that period of repairs and alterations, she sailed for Panama, arriving in those waters on 27 January 1929. She served as plane-guard there for the aircraft carrier *Saratoga* (CV-3) and participated in fleet problems with the Battle Fleet in Panama Bay. She returned to San Diego on 22 March 1929.

After accompanying the fleet to Guantanamo Bay in March of 1930, she proceeded to Hampton Roads and then visited Washington, D.C. before returning to Hampton Roads with a congressional party embarked. While in those waters, she served as plane guard for *Lexington* (CV-2). Returning to Washington on 23 May, she sailed two days later for the Southern Drill Grounds, ultimately returning to San Diego on 13 June 1930 in company with Battleship Division 3, and duty as plane guard for *Langley*. Later that year, she tended planes involved in the bombing of target ships ex-*Sloat* (DD-316) and ex-*Marcus* (DD-321) and inspected targets. On 2 December 1930, *Aroostook*, with one utility and two patrol squadrons, reported for duty with Commander, Base Force, providing that command with its first aviation organization. She rounded out the year tending planes from Patrol Squadron (VP) 7B, participating in a scouting problem.

Decommissioned at the Puget Sound Navy Yard, on 10 March 1931, *Aroostook* remained inactive for the next ten years. The Navy considered reactivating the ship for service as a cargo vessel taking the step of reclassifying her as AK-44 on 20 May 1941, but found her unsuited for this task. Her name was struck from the Naval Vessel Register on 5 February 1943, and she was transferred to the War Shipping Administration.

Taken to the Maritime Commission's lay-up area in Suisun Bay, Calif., the ship, apparently listed under her former name, *Bunker Hill*, was acquired by the Seven Seas Trading and Shipping Co., of Beverly Hills, Calif., in 1947. The new owners christened her as *Lux* and converted the hull to a floating casino to be anchored outside the three-mile limit. Several snarls with the law and, finally, seizure of the ship by the Coast Guard, however, brought this colorful phase of her career to an end, and she was ultimately sold to a shipbreaker in October 1947 for scrap.

### III

(AOG-14: t. 1,707; l. 260'6"; b. 43'6"; dr. 15'11½"; s. 10.5 k.; a. 1 3", 4 20mm.)

The third *Aroostook* (AOG-14) was originally built at Newport News, Va., as the single-screw, steel-hulled, diesel-electric, tank barge *Esso Delivery No. 11* by the Newport News Shipbuilding and Dry Dock Co. Launched on 8 December 1937, she was delivered to the Standard Oil Co., of New Jersey, on 8 February 1938 and was homeported at Baltimore, Md., over the next few years. Acquired by the Navy from the War Shipping Administration (WSA) on 1 April 1943, *Esso Delivery No. 11*—the first all-welded construction tanker owned by Standard Oil—was renamed *Aroostook*, classified as a gasoline tanker, and designated AOG-14. The ship arrived at the Key Highway plant of Bethlehem Steel Corp., Baltimore, on 3 April 1943 and after conversion for naval service, was commissioned there on 18 April 1943, Lt. Alfred O. Johansen, USNR, in command.

Getting underway for Norfolk on the 21st, *Aroostook* tarried there only briefly before sailing on 28 April to join United States Naval Forces, Northwest African Waters. Proceeding via Bermuda and Gibraltar, she reached Oran, Tunisia, one month later to commence operations in that theater. For the rest of her career under the American flag the gasoline tanker operated in the Mediterranean theater, assigned to the 8th Amphibious Force and ferrying cargoes of high-octane gasoline around the Mediterranean basin. Her ports of call included Bari, San Stefano, Civitavecchia, Taranto, Piombino, Leghorn, and Naples, Italy; Cagliari, Sardinia; Bizerte, French North Africa; Augusta and Palermo, Sicily; and the island of Malta. Only once during this entire period did she come in contact with the enemy. While she lay at Bari, Italy, on 2 December 1943, the German Luftwaffe raided that port. The ship sustained concussion and shrapnel damage when an ammunition ship exploded nearby, but she suffered no casualties among her men.

Decommissioned on 18 January 1945 at Bizerte, the ship was transferred to the French government the following day. Renamed *Lac Pavin* she served with the French Navy under lend-lease for four more years. Sold outright to the French Government on 21 March 1949, *Aroostook* was struck from the Naval Vessel Register on 28 April 1949.

Ultimately, *Lac Pavin* was scrapped in 1953.

*Arrow, Standard*, see *Standard Arrow*.

*Arrow, Sylvan*, see *Sylvan Arrow*.

*Arrow, West*, see *West Arrow*.

*Arrow, Winged*, see *Winged Arrow*.

### Arrowhead

A park, located in the San Bernardino region of California.

The *Shenandoah*-class destroyer tender AD-35 was laid down on 1 December 1944 at Bremerton, Wash., by the Puget Sound Navy Yard and named *Arrowhead* on 16 December 1944. However, the contract for her construction was terminated on 11 August 1945. Subsequently, her incomplete hulk was broken up.

### Arrowsic

An island in Maine.

(YFB-59: t. 593; l. 151'0"; b. 53'0"; dr. 13'6" (reg.); s. 10 k.)

*Rockaway*—a ferryboat built between 1922 and 1925 at Brooklyn, N.Y., by the Todd Shipyard Corp.—was acquired by the Navy on a bareboat charter from New York City on 19 February 1945 and apparently placed in service at the New York Navy Yard on 20 February 1945 as YFB-59. The ferryboat spent her brief Navy career operating in the 3d Naval District, based at the New York Navy Yard. She was named *Arrowsic* on 6 April 1945. After 16 months of duty carrying passengers and vehicles in the New York area, *Arrowsic* was placed out of service on 20 May 1946. Her name was struck from the Navy list on 5 June 1946, and she was returned to New York City on 11 June 1946.

### Arroyo

A Spanish word for creek. It may also be applied to a small, frequently dry gully or channel carved by water.

(MB: dp. 12; l. 48'6"; b. 9'5"; dr. 3'7" (mean); s. 11.0 k.; cpl. 9; a. 1 mg.)

*Arroyo* (SP-197)—a motorboat constructed in 1913 at Stamford, Conn., by the Luders Marine Construction Co.—was leased by the Navy for one dollar from Mr. A. M. Huntington on 21 April 1917 and was placed in commission at the New York Navy Yard on 25 June 1917, Boatswain G. W. Berry, USNRF, in charge.

*Arroyo* first served in the Naval Coast Defense Reserve of the 3d Naval District. Specifically, she was attached to the radio office at the Brooklyn yard. Laid up at the Marine Basin, New York, on 2 January 1918, the motorboat was recommissioned on 18 April 1918. She departed New York on 31 May bound for the Great Lakes. There, *Arroyo* worked with the section patrol operating out of Detroit and St. Clair, Mich. She returned to New York just after the armistice in November 1918. On 16 December 1918, *Arroyo* was decommissioned and returned to her owner. Her name was struck from the Navy list that same day.

### Artemis

An Olympian goddess known to the Romans as Diana. Artemis was the twin of Apollo and the patroness of wildlife.

### I

(Yacht: t. 456 (gross); l. 177'6"; b. 26'3"; dr. 10'; s. 12 k.; cpl. 65; 2 3", 2 .30-cal. Colt mg., 8 dc.)

*Cristina*—a steel-hulled yacht designed by Gielow and Orr, naval architects—was built at Wilmington, Del., by Pusey and Jones Co., for Frederick C. Fletcher of Boston, Mass.; and launched in 1912. Sometime during the 1916-1917 period, the Cleveland philanthropist John Long Severance (1863-1936) acquired the yacht and renamed her *Artemis*.

After the United States entered World War I in the spring of 1917, the Navy, in its wide-ranging search for ships suitable to serve as patrol craft, acquired *Artemis* early that summer. Delivered on 4 July 1917, the yacht was earmarked for "distant service" 10 days later, and assigned the identification number SP-593. On 9 October 1917, Capt. Newton A. McCully assumed command of Squadron 5, Patrol Force, and, over the ensuing days, inspected the vessels tentatively assigned to his command. After visiting *Artemis* at Shewan's Shipyard, Brooklyn, N.Y., he reported her to be a "good, well-built, apparently seaworthy boat . . ." and recommended that her conversion work be expedited. Accordingly, on 17 October 1917, *Artemis* (SP-593) was placed in commission, Lt. Comdr. Stanton L. H. Hazard in command.

Over the next week, *Artemis* remained at the Shewan yard, undergoing the modifications necessary to convert her from a peacetime cruising yacht to a diminutive man-of-war—such alterations as the installation of gun mounts and magazines, the fitting-out quarters for officers and men, and the overhauling of her boilers and machinery. During that time, Capt. McCully twice visited the ship (on 18 and 24 October) to check personally the progress of the work. On 1 November, *Artemis* shifted to the New York Navy Yard where she received her main battery of two 3-inch guns. Two days later, she stood out of New York harbor with the French subchaser *SC-65* in tow, bound for Bermuda.

*Artemis'* initial mission was a part in the operation of towing 10 110-foot subchasers—built in American boatyards for the French government—from New York to Leixoes, Portugal. Each chaser was assigned to a converted yacht which would tow and maintain her. *Artemis* towed her 70-ton charge, *SC-65*, to Bermuda where she arrived on 9 November to coal ship and provision.

*Artemis* stood out of Grassy Bay on 18 November and, three hours out, picked up a towline from *Hannibal* that would pull her for over three days. The plans had called for the chasers to depart after the converted yachts had left, overhauling the latter at their best economical speed. After effecting a rendezvous, the yachts were to tow the chasers as far as the Azores. Unfortunately, bad weather interfered.

*May* (SP-164) and *Wenonah* left the column on 21 November to search for *Druid* (SP-321) and the French subchasers; and, the following day, *Artemis* cast off from *Hannibal* and took under tow her former charge, *SC-65*. A week later, after standing by as *SC-65* provisioned at sea from *Hannibal*, she cast off the one chaser and picked up another, *SC-66*.

*Hannibal* undertook towing a veritable train of ships and craft on 1 December, as she took *Artemis* in tow for the second time, the yacht towing, in turn, *SC-315* and *SC-65*. Upon arrival off the port of Fayal, Horta, in the Azores, on 7 December, *Artemis* proceeded under her own power, releasing *SC-315* but retaining *SC-65*—the latter disabled by a defective fuel pump—and took her into Fayal.

*Artemis* got underway once more on the morning of the 9th with *SC-65* tethered astern. *Hannibal*, *Lyndonia* (SP-734), and *Rambler* (SP-211) also accompanied her—with the latter two each towing a subchaser, *SC-315* and *SC-347*, respectively. Both of these vessels, like *SC-65*, had been disabled by defective fuel pumps. After reaching Ponta Delgada, Azores, the next day, *Artemis* served as guardship for the harbor on 14 December and conducted target practice beyond the three-mile limit on the 17th and 18th before leaving the Azores on the final leg of the voyage to Leixoes, with *SC-65* astern once more.

During the passage, the ship ran into foul weather on the 21st. *Artemis* rolled deeply in the heavy seas; and the towline parted, leaving *SC-65* to her own devices. Fortunately, repairs enabled her to resume the voyage under her own power. Two days later, Capt. McCully, the squadron commander, embarked in *May*, directed *Artemis*—battered by the storm—to put into Gibraltar for repairs, and she arrived there on 26 December 1917.

Over the next month, *Artemis* underwent voyage repairs before she again stood out to sea on 28 January 1918 to serve as part of the escort for a convoy then forming up for Bizerte, Tunisia. The next day at 1450, while *Artemis* was steaming on the left wing of the formation, an enemy submarine torpedoed the convoy guide, SS *Maizar*, striking the merchantman's port side, forward of her bridge. *Artemis* and the other escorts immediately went to general quarters. As the hunt proceeded fruitlessly, *Maizar* settled, forward, and her crew abandoned her. *Artemis* took on board 16 of the ship's survivors; and, at 1550, the convoy's screen gave up the hunt and secured from general quarters.

The convoy arrived at Bizerte on 3 February, without further mishap. The following day, after having coaled at Sidi Abdullah, *Artemis* stood out of Bizerte harbor with the Gibraltar-bound convoy, GB-12. No enemy submarines molested the Allied ships during the passage, and they all reached "Gib" safely during the predawn darkness of 9 February.

However, for *Artemis*, there was no resting from her labors. Underway again for Bizerte on St. Valentine's Day, the yacht saw an explosion on board SS *Vidar* and called all hands to stations, but, even as she surged forward, she determined the explosion to be internal—not caused by a submarine torpedo—and stood down from battle stations. The next afternoon, another merchantman, SS *Tenterton*, sounded the submarine alarm; and *Artemis* spent almost an hour at general quarters, searching for the supposed submersible before securing at 1510, empty-handed. Two hours later, *Cythera* (SP-575) fired one shell which sent *Artemis* to battle stations again and put her on a zig-zag course off the port quarter of the formation. When her lookouts sighted no sign of an enemy, the ship stood down again.

*Artemis* continued to escort convoys between Gibraltar and North Africa into mid-March: convoys BG-12 (20 to 24 February), GB-16 (2 to 6 March), and BG-17 (12 to 17 March) before Lt. Comdr. Hazard—relieved by 1st Lt. C. F. Howell, USCG, on 29 March—left the ship for duty in *Birmingham*. *Artemis* soon went to sea under her new commanding officer with a convoy to Bizerte (3 to 7 April) and commenced the return voyage with a Gibraltar-bound convoy on 8 April. However, fresh westerly breezes soon began breaking up the "good formation" enjoyed since the voyage had begun. *Artemis*, playing a shepherd to her straying flock, managed to prod SS *North Pacific* and SS *Jason* back in line before the yacht's engineers noted a recurrence of her chronic condenser trouble.

At 2020 on 10 April, *Artemis* received permission from the escort commander to leave the convoy and headed toward Algiers for repairs. At 0952 on the 11th, her engines ceased throbbing, the steam exhausted. The tug *Alger* arrived on the scene shortly before noon and, together with a French tug, towed the ailing yacht into Algiers harbor. After a brief drydocking (13 to 17 April), the converted yacht got underway on 23 April to return to Gibraltar and arrived there on the 25th.

Five days later, she sailed to carry out a special escort mission. On 1 May, as *Artemis* was proceeding toward rendezvous with an American merchantman off Cartagena, Spain, she spotted two suspicious-looking submarines—escorted by a torpedo boat—



operating on the surface within Spanish territorial waters. The former yacht went to general quarters. She arrived at her designated rendezvous point off Escambrera Island at 1520 and then stood in towards the coast, carefully plotting her course so that it did not take her within the three-mile limit. Soon thereafter, the torpedo boat commenced making "an immense smoke screen" that effectively concealed the entrance into Cartagena of the strange submersibles.

About three hours later, SS *Don Neal*—*Artemis*' assigned charge—stood out of Cartagena Harbor. The yacht took her into convoy at 1850 and set a course for Oran, French Morocco. As *Don Neal* plodded along at 7 knots, her escort zig-zagged watchfully, on each side of the base course and made a complete circle of her consort every half-hour. Twice the latter appeared to have been rather casual about "darkening ship." Fortunately, enemy submarines were not afoot, and the little convoy reached Oran safely on 2 May.

As before, though, the respite afforded the yacht was slight. She weighed anchor again on 3 May, bound for Gibraltar. Day-break the following day found the ship steaming on the right wing of the formation, gun watches and lookouts posted as usual. At 0725, *Artemis* sighted "what was undoubtedly the wake of a submerged submarine," and went to general quarters. Two minutes later, the convoy guide sounded the alarm by whistle and flag hoist. Then, six minutes after the initial sighting, *Artemis* dropped a depth charge to port over bubbles and the slick water that apparently marked the submarine's path beneath the waves. After the resultant explosion, *Artemis* cautiously claimed possible destruction of the undersea craft, but postwar accounting revealed the loss of no submarine on that day.

She subsequently sighted the wreckage of a large schooner (possibly an earlier submarine victim) "evidently damaged by gunfire" lying on her beam ends. Several ships of the convoy, apparently thinking that the low shape of the wreck might be a surfaced submarine, fired at it.

Soon after the hunt, *Artemis* rejoined the convoy and shepherded it into Gibraltar's harbor on 5 May. The next day, the ship received on board and fitted two racks for her depth charges and nine American Mark II, mod. 1 charges to go with them.

*Artemis* then operated between Gibraltar, Algiers, and Oran through mid-May, visiting Oran for the second time during that period, embarking five survivors of the torpedoed British merchantman SS *Mavisbrook* for passage to Gibraltar. Evidently, the return passage was of an urgent nature, for at 1800 on 26 May, *Artemis* received orders to round up her liberty party and get underway in two hours. For those next two hours, five petty officers from the ship scoured the Oran waterfront looking for *Artemis*' sailors and returned at 2015 with all but three. Weighing anchor at 2027, almost a half-hour behind schedule, the yacht proceeded out to sea but soon encountered her old gremlin—boiler trouble. She arrived back at Oran on the morning of the 27th, where the three missing men rejoined the ship.

Repaired, *Artemis* put to sea again on 28 May, but the chronic condenser casualties aborted her mission of escorting merchantman SS *Ixion* to Gibraltar; and the yacht returned to anchorage the next day. Underway again on the last day of May with a convoy of six merchantmen and five tugs, *Artemis* finally reached Gibraltar on 2 June.

*Artemis*' log carries the interesting notation on 2 June: "Received notice from Commander, U. S. Patrol Squadrons based on Gibraltar [of] change of name of vessel from *Artemis* to *Arcturus* in accordance with General Order No. 371 . . ." Interestingly, that order had been signed on 20 February 1918. The ship had operated for over three months before the official change caught up with her.

Although her name was now different, her duties remained the same. Still based on Gibraltar, *Arcturus*, over the next two months, thrice escorted the cable ship *Amber* to Lagos Bay, Portugal, the latter apparently laboring on undersea lines of communication along the Portuguese coast. Interspersed with this duty was a stint escorting the French transport *Souirah* (6 to 9 July) and missions transporting high-ranking passengers, such as Rear Admiral Albert P. Niblack, General Sir Herbert Guthrie-Smith, and the Episcopal Dean of Gibraltar to Tangier, Morocco, and back (10 July) as well as taking on board 32 survivors of the Italian merchantman SS *Silvia* from the Spanish bark *Suarez II* (10 July) for passage back to Gibraltar.

*Arcturus* spent August 1918 at Lisbon, Portugal, for repairs before she resumed operations on Gibraltar after escorting the

French submarine *Astree* to "The Rock" on 6 and 7 September. As a further variation on her regular theme of escort duty, *Arcturus* twice voyaged to Tangier and back, transporting Moors from Gibraltar to Morocco (10 and 11 September). She rounded out September with escorting the British merchantman SS *Wethersfield* to Hornillo, Spain (23 and 24 September), and another period of operations with the cable ship *Amber*.

She operated with *Amber* again between 1 and 5 October before joining *Druid* escorting a convoy of seven (ultimately, eight) merchantmen along the Spanish coastal route to Port Vendres, France, between 8 and 13 October. Returning to Gibraltar on the 16th, *Arcturus* weighed anchor 11 days later and headed for Lagos Bay, Portugal, in company with *Amber* and the tug *Crucis*. Following the three ships' arrival at that port, *Arcturus* operated there and at Sines Bay, Portugal, before steaming to Lisbon for coal and provisions.

She returned to Lagos Bay on 5 November and rejoined *Amber* and *Crucis*. The next day, *Arcturus* met Neptune's fury at its fullest. Shortly after noon, the ship became increasingly unmanageable due to heavy seas, and steering was shifted to the engines. At 1520, Ens. J. J. Powers, USNRF, the engineer officer, reported to the captain, Lt. F. William Maennle, USNRF, that there was a leak in the engine room which the pumps could not control. With the water in the engineering spaces rising rapidly, Maennle ordered the engines stopped and the sea anchor launched. These efforts, however, proved unequal to the task of making *Arcturus* ride the seas head-to. Instead, the yacht's comparatively large top-hammer acted as a veritable sail which the wind used to swing the ship around broadside. At 1525, *Arcturus* began broadcasting S.O.S. signals—answered swiftly by her old consort *Amber* and the tugs *Oporto* and *Monsanto*.

In the meantime, with the engineers laboring in the sloshing, rising waters below, *Arcturus* put over "oil bags" on the weather side to minimize the effect of the heavy seas. Despite this, however, the yacht rolled "dangerously" in the trough of the sea. In view of the critical situation, Lt. Maennle mustered all hands—except those detailed to the sea anchor, radio, oil bags, and locating the leak in the engine room—at their abandon ship stations, with their life preservers on. Prepared for the worst, *Arcturus*' men hung on.

Then, shortly after *Amber* came close aboard at 1555 to be told to stand by to leeward. Ens. Powers reported at 1600 that he and his perservering (and wet) engineers had located the leak—the main injection pump had carried away—and efforts were being made to stop it and pump out the water which had risen to a height of five feet in the engine and fire rooms. The situation then looked much better for all concerned, so *Arcturus* annulled her S.O.S. signals at 1608, with *Amber* and *Crucis* sticking faithfully near. At 1625, temporary repairs completed, *Arcturus* was ready to get underway and proceed to Lisbon. Accompanied initially by her two consorts (which she lost sight of at 0045 on the 7th), the converted yacht reached her destination at 0935 on 7 November.

At 1350 on 11 November, while still at Lisbon undergoing repairs, *Arcturus* received word of the armistice, ending hostilities, and the admonition to naval vessels to maintain "all precautions against attack from submarines." Those enemy men-of-war were to be treated as "friendly unless hostilities are obvious."

On 6 December, *Arcturus* embarked six passengers for transportation back to the United States and, at 0700 on the 7th, got underway for home in company with *Wheeling* (Gunboat No. 14), *Surveyor*, the Coast Guard cutters *Yamacraw*, *Druid* and *Wenonah*. One day out of Ponta Delgada, *Arcturus* suffered the now-familiar problem with her condensers; and, while the other ships proceeded on, *Surveyor* stood by the ailing *Arcturus* on 11 December. Subsequently encountering more condenser troubles occasioned by the pounding the ship was taking in the December gales, *Arcturus* had to be taken in tow by *Surveyor* on Christmas Day. Casting off on the 27th, *Arcturus* arrived at Grassy Bay under her own power the following day. On the last day of 1918, the yacht sailed for New London, Conn., on the last leg of her homeward-bound voyage.

Reaching New London on 3 January 1919, *Arcturus* spent over two months (with the exception of a trip to Melville, R.I., and back, on 4 and 5 January 1919, for coal) at the District Base, New London, assigned to the Atlantic Fleet's Reserve Squadron. Underway for New York City on 25 March, the yacht moored at pier 72, East River, that evening. She moved to the navy yard two days later, for coal, and ultimately arrived at Ulmer Park Marine Basin, Brooklyn, N.Y., on 30 March. Shifting briefly to

the Staten Island Shipbuilding Co. at Mariners' Harbor, she returned to the Ulmer Park basin at noon on 2 May. Soon thereafter, *Arcturus* was simultaneously decommissioned on 5 May 1919, struck from the Navy list, and turned over to the United States Coast and Geodetic Survey.

*Arcturus*' service with that agency proved to be short, since she was returned to the Navy on 15 January 1920 and ordered "inspected for sale." Sold to J. M. Scott of New York City on 4 October 1920, she resumed her prewar name, *Artemis*, and retained it for the rest of her days. Sometime during 1924 or 1925, J. W. Hunter, a British subject, acquired *Artemis*, but passed ownership to another Briton, R. Rose, about a year later. Subsequently acquired by the Tropical Fruit and Steamship Co., a Honduran firm, *Artemis* burned and sank in February 1927.

## II

(ScStr: dp. 17,837; l. 500.5' (reg.); b. 58.3'; dr. 27'; s. 12 k.; cpl. 329; t. 4,000; a. none)

The second *Artemis* was originally built as the steel-hulled, twin-screw passenger steamship *Iowa*. Completed in 1902 at Belfast, Ireland, by Harland and Wolff, Ltd., *Iowa* was owned by the White Diamond Steamship Co., Ltd., and operated by George Warren and Co., of Liverpool, England, until acquired by the German Hamburg-America Line and renamed *Bohemia* in 1912.

The outbreak of hostilities in Europe in the summer of 1914 stranded many German and Austrian ships—*Bohemia* among them—in American ports. Seized by American customs officials after the United States entered World War I in April 1917, *Bohemia* was renamed *Artemis*, armed with a main battery of one 5-inch and one 3-inch gun, and placed in service as an Army transport. She served as USAT *Artemis* during World War I. Her battery was removed at Norfolk on 30 November 1918, and she completed her last voyage as an Army transport at New York on 23 February 1919.

Turned over to the Navy at Fletcher's Drydock in Hoboken, N. J., *Artemis*—given the identification number (Id.No.) 2187—was commissioned there on 8 April 1919, Comdr. John P. Jackson in command. Assigned to the Cruiser and Transport Force, *Artemis* sailed for France on 25 April 1919, and reached St. Nazaire on 8 May. Sailing for Newport News—one of the four primary ports of debarkation for the Cruiser and Transport Force—on the 11th, she arrived at her destination on 24 May. Shifting that same day to Norfolk, she commenced her second transatlantic voyage cycle on 1 June.

Besides her embarked returning doughboys, *Artemis* brought back a cargo of trucks to Newport News on her second voyage, arriving there on 26 June. Shifting to Norfolk the same day, the ship began her third round-trip voyage on 2 July, departing Norfolk for France. Arriving at St. Nazaire on 15 July, *Artemis* moved to Brest soon thereafter, and began the return trip from

that port on 21 July. Arriving at Norfolk on 3 August, via Newport News, the ship underwent voyage repairs at Norfolk from 6 to 9 August. She sailed thence for France on the latter day on her last voyage as a naval vessel, reaching St. Nazaire on 21 August. Sailing for the United States on 12 September, *Artemis* arrived at New York on the morning of 23 September, mooring at pier 3, Army Base, Brooklyn. Shifting to steamship pier 2, Army Base, on 8 October, *Artemis* was decommissioned on 18 October 1919. During her career as a Navy transport, she had brought home 11,760 troops. Her name was struck from the Navy list on 18 October 1919, and the ship was transferred to the United States Shipping Board (USSB) for disposition.

The USSB's fourth annual report, for the fiscal year ending 30 June 1920, lists *Artemis* as being transferred to the France and Canada Steamship Corp. to be operated by that company, but this may never have come to pass, since contemporary merchant vessel registers refer only to her USSB ownership. Likewise, lists of ships operated by the France and Canada Steamship Co. do not contain *Artemis*. Laid up by 1923, *Artemis* remained inactive through the 1930's and into World War II, in the hands of the USSB and its successor, the United States Maritime Commission. Acquired by the British Ministry of War Transport in 1941, the ship was renamed *Empire Bittern*. She remained under the British flag until expended as a blockship off the Normandy beaches in June 1944.

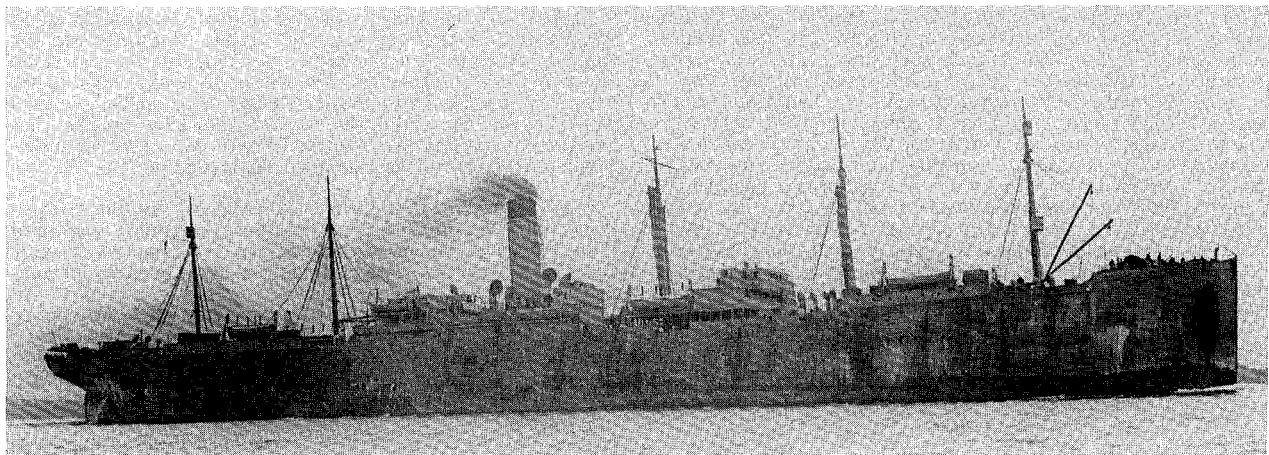
## III

(AKA-21: dp. 7,080; l. 426'; b. 58'; dr. 16'; s. 16.9 k.; cpl. 303; a. 1 5", 8 40mm., 10 20mm.; cl. *Artemis*; T. S4-SE2-BE1)

*Artemis* (AKA-21) was laid down under a Maritime Commission contract (MC hull 1882) on 23 November at Providence, R.I., by the Walsh-Kaiser Co., Inc.; launched on 20 May 1944; sponsored by Mrs. Thomas J. Walsh; acquired by the Navy from the Maritime Commission on 28 August 1944; and placed in commission that same day, Lt. Comdr. Thomas J. Rattray in command.

After fitting out at Boston, Mass., the attack cargo ship proceeded to the Chesapeake Bay for shakedown training. She then sailed to the naval supply depot at Bayonne, N.J., to embark naval passengers and supplies for transportation to the Pacific. The ship got underway on 12 October and transited the Panama Canal on the 17th. On that same date, she reported to Amphibious Forces, Pacific Fleet, and continued on toward the west coast. She reached San Diego, Calif., on the 26th and remained in port for one day. The vessel then shaped a course for Hawaii.

*Artemis* reached Pearl Harbor on 3 November and unloaded her passengers. One day later, she left Hawaiian waters to return to California. On 13 November, the ship arrived at Port Hueneme to take on pontoon equipment and carried this cargo to Pearl Harbor. While in Hawaii, she participated in a series of training exercises held off Pearl Harbor. On 5 December, *Artemis*



*Artemis* (Id. No. 2187), underway, circa 1919; note very weathered appearance of her hull. (NH 57697-A)

left Hawaiian waters to return to the west coast. Once again, cargo was taken on at Port Hueneme, and the ship proceeded back to Hawaii.

*Artemis* spent the Christmas holidays in port at Pearl Harbor. On 4 January 1945, she proceeded to Kahalui, Maui, to embark marines. The vessel got underway on 12 January with units of Task Force (TF) 51 for amphibious training exercises off Maui and arrived back at Pearl Harbor on the 18th. Nine days later, she sailed for Eniwetok with Task Group 53.2.

After spending two days at that atoll, *Artemis* got underway to participate in the invasion of the Volcano Islands. Steaming via Saipan, the ship anchored in Transport Area "Baker" off the southeast coast of Iwo Jima on 19 February. She then sent her boats to assist the transports during the initial assault. The attack cargo ship remained in the area through the 27th discharging troops and cargo and taking casualties on board during the day and retiring out to sea each night.

*Artemis* touched back at Saipan on 3 March. Three days later, she got underway for Ulithi and remained in port there during the next three weeks to resupply and undergo minor repairs. On 29 March, the vessel paused at Manus before getting underway for New Caledonia. She arrived at Noumea on 4 April where she took on passengers and cargo before sailing on 3 May for Leyte, Philippine Islands.

The vessel reached Leyte on 16 May and began unloading operations the next day. *Artemis* headed for New Guinea on the 30th and touched at Hollandia on 3 June. Two days later, she moved to Oro Bay to take on cargo and troops. The ship sailed for the Philippines on 9 June, discharged her cargo at Manila, and then sailed to the Admiralty Islands. After pausing at Manus to refuel, *Artemis* proceeded to Lae, New Guinea, to pick up more troops and cargo. The loading was completed on 3 July, and the vessel got underway to return to the Philippines. She unloaded at Manila in mid-July before proceeding to Tacloban, Philippine Islands, to pick up troops and equipment for transportation to Hawaii.

*Artemis* sailed eastward on 31 July and reached Pearl Harbor two weeks later. She was discharging her cargo there when word of the Japanese capitulation was announced on 15 August. The vessel entered drydock at the Pearl Harbor Navy Yard on the 24th for overhaul. This work was completed in mid-September, and she embarked occupation troops for transportation to the Japanese home islands. On 3 October, *Artemis* moored at Yokosuka, Japan, and began discharging her passengers. She operated in Japanese waters until 24 November, when she set a course for the west coast of the United States.

The vessel reached San Francisco, Calif., on 10 December and, 10 days later, set out for the Philippines. Upon her arrival at Samar, *Artemis* embarked military personnel for transport back to the United States. She got underway on 21 January 1946 and made San Francisco on 9 February. The ship remained in port there until 20 March, when she headed for Hawaii. Upon her arrival at Pearl Harbor, the ship conducted logistic support operations for nearby naval activities until 15 May, when she was assigned to Joint Task Force 1 to support Operation "Crossroads," tests conducted at Bikini Atoll to learn of the effects of atomic bomb explosions upon warships. This assignment occupied the cargo ship through mid-August when she returned to Pearl Harbor and resumed local operations.

On 6 November, *Artemis* departed Hawaiian waters and shaped a course for the west coast. She reached San Francisco one week later, but left that port on the 23d and proceeded to the Panama Canal Zone. After retransiting the canal, the ship continued on to Norfolk, Va., where she was decommissioned on 10 January 1947. Her name was struck from the Navy list on 25 February 1947. The ship was transferred to the Maritime Administration on 1 April 1948 and was laid up in the National Defense Reserve Fleet in the James River. She was later sold during the 1960's to the Union Minerals & Alloys Corp., of New York City, and was subsequently scrapped.

*Artemis* earned two battle stars for her World War II service.

#### Arthur

(Bark: t. 554; l. 133'; b. 31'2"; dph. 7'3"; dr. 14'1"; s. 10 k.; 86; a. 6 32-pdr. sb.)

On 1 August 1861, *Arthur*—a bark built at Amesburg, Mass., in 1855—was purchased at New York City by the Union Navy. Fitted out at the New York Navy Yard, she was commissioned there on 11 December 1861, Acting Volunteer Lieutenant John W. Kittredge in command.

*Arthur* sailed south on Christmas Eve, 1861, joined the Gulf Blockading Squadron at Key West, Fla., and then proceeded to the coast of Texas to patrol the waters between Matagorda and Corpus Christi. This was familiar territory for Kittredge, who had spent several years trading along the Texas seaboard before the Civil War. *Arthur* reached station off Matagorda on the morning of 25 January.

Later that day, some 17 miles northeast of the bar at Pass Cavallo, she sighted a schooner sailing toward shore. Kittredge called the crew to quarters and sent two cutters in pursuit of the stranger which was attempting to run aground. A shot from the bark brought the quarry to. A boarding party from the cutters took possession of the schooner, which proved to be the Confederate blockade runner *J. J. McNeil*. The prize—which had left Veracruz, Mexico, with a cargo of coffee and tobacco—was sent to Ship Island, Miss., and on to New York for adjudication.

On 13 February, the brig exchanged fire with a cavalry troop on shore near Aransas, Tex. About noon on 21 April, Kittredge led an expedition of three boats into Cedar Bayou, Tex., where they chased the schooner *Burkhart* which escaped because of her master's knowledge of nearby channels. The next day, they captured three small sloops, but were forced to abandon their prizes—along with two of their own boats—to escape attacks by a numerically superior Confederate force. Kittredge and his party managed to escape without injury.

During the spring of 1862, Flag Officer David Glasgow Farragut, the squadron commander, reinforced Kittredge with the yacht *Corypheus*, purchased from the Key West prize court, and the screw gunboat *Sachem*. Besides these tenders, *General Butler*—a lugger about which little is known—was also at Kittredge's disposal for operations in the shallow inlets, bays, and bayous found in *Arthur's* sector.

On 9 July, Kittredge entered Aransas Bay in *Corypheus*. Upon approaching Lamar, he sighted a "... schooner apparently lying on her beam ends ...." He then armed the second cutter and ran down through the reefs to her.

Upon seeing the approaching Union ship, the schooner's crew righted their vessel—which they had careened for caulking—and cast adrift a cotton-laden, flat-bottomed barge which had been moored to a nearby wharf while the schooner was being prepared for an attempt to run the blockade. The schooner began leaking rapidly the moment she was again upright, and was soon swamped.

Kittredge returned to *Corypheus*, and got underway "... in pursuit of a schooner that had just passed to the southward ...." He soon found his quarry, the schooner named *Reindeer*, at anchor, captured by *General Butler*.

On 10 July, *Corypheus* captured the 9-ton sloop *Belle Italia*. A few days later, she reentered the gulf where Kittredge returned to *Arthur*.

*Arthur* took the armed schooner *Breaker* at Aransas on 12 August and, on that same day at Corpus Christi, forced the Confederates to burn the armed schooner *Elma* and sloop *Hannah* to prevent their capture. On the 15th, she added to her list of victims the steamer *A. B.* (sometimes spelled *A. Bee*) which had run aground in the narrow and shallow channel that leads to Nueces Bay near Corpus Christi. After several unsuccessful efforts to refloat that prize, Kittredge put the torch to her.

Finally, shortly after dawn on 24 August, the yacht *Corypheus*—still working under the direction of Kittredge—captured *Water Witch* of Jamaica as that schooner attempted to enter Aransas Bay with a cargo including a large quantity of gunpowder.

Early in September, Farragut asked Kittredge to attempt to arrange the release of the family of Judge Edmund Jackson Davis, a prominent political leader in Texas who had remained loyal to the Union and had left his home to serve the Federal cause. On 12 September, Kittredge proceeded under a flag of truce to Corpus Christi where the Confederate commanding officer there refused to allow Mrs. Davis to leave Texas, but promised to refer the matter to the Confederate commander in Texas. While waiting for this decision, Kittredge proceeded with *Corypheus* and *Breaker* to Flour Bluffs where he found several small vessels.



When they tried to escape on the morning of the 13th, Kittredge fired on them, but they managed to slip into Laguna de la Madre where the deeper-draft Union ships could not follow. Kittredge landed with a small reconnaissance party and took three prisoners before returning to *Corypheus*. On the following morning he saw two armed men in a new, unfinished structure and, seven men went ashore with him to investigate. As Kittredge was entering the building, he and his party was surprised and captured by a large group of Southern soldiers who had been hiding inside.

By this time *Arthur's* condition had deteriorated, a result of her service along the semitropical Texas coast. Farragut ordered her to Pensacola for repairs. These were completed in November, and *Arthur* carried provisions to other blockading ships en route to her station at Matagorda Bay.

In the early morning of New Year's Day, 1863, the Confederate gunboats *Bayou City* and *Neptune* attacked and defeated the Union flotilla at nearby Galveston, taking the steamer *Harriet Lane* as a prize and destroying the gunboat *Westfield*. The smaller Northern warships in Galveston Bay ran through heavy Confederate fire from shore and escaped to sea, leaving the South in undisputed possession of this important Texas port.

Under orders from Farragut to reestablish the blockade, Commodore Henry H. Bell, in *Brooklyn*, arrived off Galveston on 10 January and soon warned *Arthur* to beware of enemy raids, especially by the formidable *Harriet Lane* which had now been placed in commission by the Confederate Navy. Raphael Semmes' Confederate commerce raider *Alabama* had sunk the large Union side-wheeler *Hatteras* in a heated engagement off Galveston on the night of the 11th, and also seemed to pose a threat to the Union warships.

Under these tense conditions, *Arthur* remained on station off Aransas Pass for some two months thereafter before joining the blockading squadron outside Galveston Bay in mid-March for repairs and replenishment. Just as the bark was ready to return to her station off Aransas Pass, the Union Army steamer *Honduras* arrived at Galveston with word that Confederate troops from Texas had crossed the Rio Grande to Bagdad, Mexico, and there captured the exiled Judge Davis, who had been commissioned a Colonel in the Union army and had gone to Mexico seeking recruits among Unionists who had found refuge there. The Southern raiders had also taken some of Davis' men and were hunting others in the nearby hills. Instead of returning to her blockading station, *Arthur* headed for the mouth of the Rio Grande with *Honduras* to protect and evacuate these pro-Union fugitives.

*Arthur* collided with a merchant steamer during a storm off the Rio Grande and suffered considerable damage. She arrived off Galveston on 28 March for repairs, but found that her injuries were serious enough to require repairs at Pensacola.

The bark was scheduled to return to Texas, but apparently never did so. Her logs for 1863 are not extant, but other references indicate that the ship remained at Pensacola as a guardship through the end of the Civil War. *Arthur* sailed north on 8 August 1865, was decommissioned at the New York Navy Yard on 16 September, and was sold at public auction to G. D. Morgan on 27 September 1865.

#### Arthur L. Bristol

Arthur LeRoy Bristol, Jr.—born in Charleston, S.C., on 15 July 1886—entered the Naval Academy on 23 September 1902 and graduated with the Class of 1906. After the prescribed two years of sea duty, which he served in the predreadnought *Illinois* (Battleship No. 7), he received his commission as ensign in 1908. Transferred to *Mayflower* in 1909, he remained in that Presidential yacht until ordered to Berlin, Germany, in January 1912 for a year and one-half as a naval attache. In June 1913, he returned home to command the new destroyer *Cummings* (Destroyer No. 44) upon her completion at Bath Iron Works. A year later, he received the concurrent command of *Terry* (Destroyer No. 25) and the 2d Division, Reserve Torpedo Flotilla, Atlantic Fleet. He then briefly commanded *Jarvis* (Destroyer No. 38).

Late in 1915, Bristol was assigned the duties of aide and torpedo officer on the staff of Commander, Torpedo Flotilla, Atlantic Fleet and, in the winter of 1916, he became aide and flag secretary to the Commander, Destroyer Force, Atlantic Fleet. In the summer of 1917, soon after the United States entered

World War I, he became aide and flag secretary for Commander, Cruiser Force, Atlantic Fleet. After serving in that capacity into the following winter, Bristol was awarded the Navy Cross for his service as flag secretary and acting chief of staff to Commander, Cruiser and Transport Force. While holding that post, he worked closely with Army authorities in the handling of troopship movements. Later, as flag secretary for the Commander, Cruiser and Transport Force, he earned the Distinguished Service Medal. Going ashore in February 1918, he labored in Washington through the end of World War I and into the spring of 1919 on duty in the Office of the Chief of Naval Operations.

Bristol then commanded *Breckinridge* (DD-148) and *Overton* (DD-239) in succession, serving in the latter during that ship's operations in the Black Sea during the capitulation of White Russian forces to the Bolsheviks in November 1920. For his services rendered during the evacuation of the Crimea, a grateful Russian government-in-exile presented him with the Order of St. Stanislaw, III Class.

Detached from *Overton* in August 1921, Bristol again served in Washington attached to the General Board and then went to Philadelphia to assist in the decommissioning of destroyers. A course of instruction at the Naval War College in Newport, R.I., occupied him from July 1922 to May 1923, and he next served as an instructor on the staff of that institution from May 1923 to May 1924. Following a brief tour as aide for Commander, Scouting Fleet, he sailed to Rio de Janeiro, Brazil, to join the American naval mission there.

Reporting to the battleship *Arizona* (BB-39) in February 1927, Bristol served as executive officer of that dreadnought until April of the following year and then moved to the Naval Air Station (NAS), San Diego, Calif. for aviation instruction. Following further flight training at NAS, Pensacola, Fla., he was designated a naval aviator and was sent to the Asiatic Fleet, where he served as commanding officer of the seaplane tender *Jason* (AV-2) and later, as Commander, Aircraft Squadrons, Asiatic Fleet.

Detached in the spring of 1931, he checked in briefly at the Office of Naval Intelligence in Washington before proceeding on to the United Kingdom to become naval attache in London on 1 October 1931. A brief stop in the Office of the Chief of Naval Operations upon his return from England in the spring of 1934 preceded his traveling to the Newport News Shipbuilding and Dry Dock Co., Newport News, Va., as prospective commanding officer of the new aircraft carrier *Ranger* (CV-4).

The original commanding officer of the Navy's first aircraft carrier to be built as such from the keel up, Bristol took *Ranger* to South American waters on shakedown and commanded her thereafter until June 1936, when he became Commanding Officer, NAS, San Diego. During the latter tour, he served on the Hepburn Board, participating in the investigations into suitable base sites in the United States and its possessions.

Becoming Commander, Patrol Wing 2, at Pearl Harbor, T.H., on 27 July 1939, Bristol was given flag rank on 1 August and, the following summer, became Commander, Carrier Division 1. He then served as Commander, Aircraft, Scouting Force (18 September to 12 October 1940), and as Commander, Patrol Wings, United States Fleet (12 October 1940 to 23 January 1941) before reporting to the Office of the Chief of Naval Operations on 25 January 1941.

With increasing American alarm over the course of the Battle of the Atlantic, the Roosevelt administration took steps to aid the British. To help escort convoys across the Atlantic, the Navy established the Support Force, Atlantic Fleet, and based it at Newport, R.I. On 1 March 1941, Rear Admiral Bristol became the Force's first commander. He held this important position throughout the tense, undeclared war with Germany in the summer and autumn of 1941 and through America's entry into the global conflict on 7 December of that year. Designated vice admiral on 27 February 1942, Bristol remained in that important command until he suffered a fatal heart attack at Argentia, Newfoundland, on 27 April 1942.

(APD-97: dp. 2,130; l. 306'; b. 37'; dr. 12'7"; s. 23.6 k.; cpl. 204; a. 1 5", 6 40mm., 6 20mm., 2 dct.; cl. *Charles Lawrence*)

*Arthur L. Bristol* (DE-281) was laid down on 1 December 1943 at the Charleston (S.C.) Navy Yard; launched on 19 February 1944; sponsored by Miss Ellen Wing Getty, who had been chosen for this honor by the brother of the late Vice Admiral Bristol; redesignated APD-97 on 17 July 1944 as the result of the decision

to complete the ship as a fast transport instead of as a destroyer escort; and commissioned at her builders' yard on 25 June 1945, Lt. Comdr. Morris Beerman, USNR, in command.

After fitting out, *Arthur L. Bristol* proceeded to Guantanamo Bay, Cuba, where she carried out shakedown training from 13 July to 7 August 1945. After a brief post-shakedown availability at Norfolk, the fast transport arrived at the Naval Training Center, Miami, early in September. *Arthur L. Bristol* operated in the Florida Keys and in Cuban waters as a training ship for student officers for the rest of her active career.

Ordered to Mobile, Ala., on 31 October, *Arthur L. Bristol* was drydocked there before shifting to the Naval Repair Base, Algiers, La., to commence preinactivation preservation. Assigned to the 163d Transport Division, 18th Transport Squadron, SubGroup 4, Florida Group, 16th Fleet, on 1 December, *Arthur L. Bristol* was berthed at Green Cove Springs, Fla., in the St. John's River berthing area, where she was decommissioned on 29 April 1946.

Never returning to active service, *Arthur L. Bristol* was stricken from the Naval Vessel Register on 1 June 1964 and sold for scrap the following summer. She was transferred to her purchaser, the Boston Metals Corp., Baltimore, Md., on 4 August 1965 and removed from naval custody that day.

*Arthur, Lake*, see *Lake Arthur*.

#### **Arthur Middleton**

Arthur Middleton was born on 26 June 1742 on his family's estate, Middleton Place, near Charleston, S.C. He was educated in England and, upon returning to South Carolina, became active in local politics. Middleton was elected to the colonial House of Assembly in 1764; served until 1768; and, after a four-year absence, was reelected to the House in 1772. He sat in the first provincial congress and served on the secret committee of five people that arranged and directed the seizure of powder and weapons from the public storehouses in Charleston on the night of 21 April 1776. On 14 June, he became a member of the first Council of Safety, which assumed the executive power of the colony.

On 11 February 1776, Middleton was appointed to a committee of 11 to draft a constitution for South Carolina. A few days later, he was elected to the Continental Congress and, still later, signed the Declaration of Independence on behalf of South Carolina. He continued serving in the Congress until October 1777. While he was reelected three more times between 1778 and 1780, Middleton did not actually serve in Congress during these years.

During the siege of Charleston in 1780, Middleton was a member of the militia. He was taken prisoner when the British captured the city and was sent to St. Augustine, Fla., as a prisoner of war. He was exchanged in July 1781 and sat in the session of Congress of 1782. After the war ended, Middleton devoted himself to managing his plantation. He died at Goose Creek, S.C., on 1 January 1787.

(AP-55: dp. 18,000; l. 489'; b. 69'9"; dr. 27'4"; s. 18.4 k.; cl. 530; a. 4 3", 4 40mm., 10 20mm.; cl. *Arthur Middleton*; T. C3-P)

*African Comet* was laid down under a Maritime Commission contract (MC hull 106) on 1 July 1940 at Pascagoula, Miss., by the Ingalls Shipbuilding Corp.; launched on 28 June 1941; sponsored by Miss Mary Maud Farrell; acquired by the Navy from the American South African Lines, Inc., on 6 January 1942; renamed *Arthur Middleton* (AP-55) on 7 January 1942; converted for naval service by the Union Iron Works, San Francisco, Calif.; and placed in commission on 7 September 1942, Comdr. P. K. Perry, USCG, in command.

Manned by a combined Coast Guard and Navy crew, the transport held shakedown training off San Diego, Calif., and sailed for the Aleutian Islands on 23 December. She reached Amchitka on 12 January 1943 and, later that day, took on board 175 survivors from *Worden* (DD-352), which had run aground and broken up while covering the transport during the debarkation of her troops. However, before the day ended, *Arthur Middleton* herself ran aground after dragging anchor. Salvage operations involved completely unloading, blasting and removing the rocks from under

the ship's port side, and patching the holes which they had pierced in her hull. During this work, *Arthur Middleton's* boats operated in Amchitka harbor unloading supply ships and moving Army barges. On eight different occasions, the grounded ship repulsed enemy float-plane attacks and was straddled by four bombs.

While in Alaskan waters, *Arthur Middleton* was reclassified an attack transport and redesignated APA-25 on 1 February 1943. The ship was finally refloated and got underway on 9 April in tow of *Ute* (AT-76) and *Tatnuck* (AT-27) for Dutch Harbor, Unalaska. There, work making temporary repairs continued through 17 June. She was then towed by the merchant ship *James Griffiths* and *Cree* (AT-84) to the Puget Sound Navy Yard, Bremerton, Wash., for correction of the damage.

*Arthur Middleton* departed Seattle, Wash., on 6 September, bound for New Zealand. She arrived at Wellington on 12 October, via Suva, Fiji Islands. The ship took on marines and cargo and sailed to Efate, New Hebrides, for staging operations. She then steamed to the Gilbert Islands for the landings on Tarawa on 20 November. The ship remained off that bitterly contested atoll debarking troops and taking casualties on board until the 29th, when she got underway for Hawaii.

On 7 December, *Arthur Middleton* reached Pearl Harbor and began training operations. She sortied from Oahu on 23 January 1944 with Task Group (TG) 51.1, carrying marine reserves for the assault on the Marshall Islands. The transport remained in waters east of Kwajalein Atoll from 31 January through 15 February awaiting orders to disembark her troops; but, as part of the reserve force, they were not needed. During her time steaming off Kwajalein, she provided stores and fresh water to destroyers and smaller vessels, dispatched her boats on various assignments, and repaired damaged boats. On 15 February, *Arthur Middleton* sailed with the task group charged with invading Eniwetok.

Arriving off that atoll on the 17th, *Arthur Middleton* landed assault troops on Engebi Island and unloaded her cargo as needed by forces ashore. Two days later, she took marines on board for an assault on Parry Island. The landing there took place on the 21st and 22d and, the next day, the ship sailed for Pearl Harbor with American casualties and Japanese prisoners of war embarked. She paused en route at Kwajalein on the 26th to embark more troops and then resumed her voyage to Hawaii, arriving at Pearl Harbor on 8 March.

The attack transport held training exercises off Hawaii through late May. On the 30th, she sailed with TG 52.3 for the invasion of the Marianas. The ship arrived off Saipan on 15 June and debarked her passengers later that day at Charan Kanoa. She then began taking casualties on board while unloading her cargo. Although there were frequent air raid alerts during these operations, no Japanese planes came within range of the transport guns. She departed Saipan on 23 June, stopped at Eniwetok and Tarawa to pick up Army troops and Japanese prisoners, and continued on to Pearl Harbor where she arrived on 9 July.

After disembarking her passengers, she began the first of two voyages between San Diego and Hilo, Hawaii, carrying troops and equipment between the two points. At the end of these shuttle runs, the transport sailed for the Admiralty Islands. She arrived at Manus on 3 October and began preparations for the long awaited operations to liberate the Philippine Islands. On 14 October, *Arthur Middleton* sortied with TG 79.2 and arrived in Leyte Gulf on the 20th. The ship remained in the area unloading troops until 24 October, when she headed for Hollandia, New Guinea.

The attack transport returned to Leyte on 14 November, carrying personnel and supplies from Hollandia and Morotai, Netherlands East Indies. The next day, she sailed back to New Guinea and conducted training exercises in conjunction with Marine Corps units. On 31 December, the ship sailed with TG 79.4 for the invasion of Luzon and arrived in the transport area in the Lingayen Gulf on 9 January 1945 and landed her troops in the face of enemy air attack. During the operation, fifteen members of her crew were wounded by flying shrapnel from the guns of other vessels firing at the Japanese planes. The transport left Lingayen Gulf later that day to take on more supplies at Leyte and returned to Lingayen Gulf on 27 January.

During February and early March, *Arthur Middleton* carried out training exercises at Guadalcanal. On 16 March, the transport sailed with TG 53.1 for Ulithi, where staging operations were held for the Ryukyu campaign. The ship discharged troops